

NEAR CLOSE OF SEASON

Big Teams Are Preparing For Their Final Trips—Lining Up of the Forces For the Final Struggles

(By Monty.)

New York, Aug. 30.—See that date line? "August thirtieth?" It means that only the homestretch of the baseball season remains. Look around. Glance at the schedule. In the American league the west has had its last game at the eastern teams. In the National league the east has had its last look at the western teams. Only one more spell of inter-sectional battling remains. On September 9, a week from next Tuesday, the western clubs of the American trek eastward and the eastern clubs of the National go westward on the last long road trips of the year. After being absent until September 23, the tourists ski-doo back to their native heaths, there to finish the campaign against rivals in their own sections, with the big windup on October 5.

It seems hardly a month ago when the season got under way. Odd how every baseball team has a knack of appearing shorter than its predecessor. We take the liberty of presuming that other fans are like those with whom we are in contact, that as they grow older time flies just that much faster. In the spring we all looked forward to the possibility of two of the closest races in the history of the major leagues. Where are your close races now? Gone, absent, departed—wafted away in the heat of mid-season, with the expected runners-up so far from the pacemakers that hope has been abandoned even in their home towns.

Surely, the season just closing has not been an uninteresting one. In many ways it has excelled most of those that have gone before. But it has proved a great disappointment in one way. The best part should be the last, just as dessert comes after the soup, entrees and salad. But there is little dessert this time, except for the followers of the Giants and Athletics and the moderate number of broad-minded enthusiasts who enjoy baseball whether it is by their own team or the rival.

Back in April we had laid out before us the greatest little three-team contest ever offered in the American league. The Athletics, Senators and Red Sox were to battle neck and neck all the way down to the wire, with the hottest finisher clutching the pennant. Instead, what have we? The Athletics have sewed up the race and the dash down the final five weeks of the way will be a mere competition. Where are the Senators and Red Sox? They have given way to a new white hope, the Naps, who, figured by practically nobody to be better than fourth or fifth place, have slashed their way ahead of both the expected contenders into second place. The Senators even have a battle on for third place, with the White Sox providing the worry and the Red Sox are nowhere, an absolute fixture in fifth place unless, perchance the Tigers should perk up and take that from them, shoving the Bostonians down to sixth. World's champions one year and second divisioners the next. Truly hard lines for Hub fans. Manager of the world's champions one year and out of baseball entirely the next—poor Jake Stahl!

Cast your eye upon the Pirates, that crestfallen band of buccaners that had hoped to run the Giants ragged. It probably is safe to say that there were more persons who picked the Pirates to win the National league consolation than there were who thought the Giants would triumph. Yet third is the best that the Pirates can possibly get now, and the Cubs may beat them out of that. Again in the National we have that grand old institution, the dark horse, swinging into view in the shape of the Phillies, who have wrenched off second niche when hardly any one considered them in talk of the race before it got under way.

An unusual condition exists among the fans of the American league circuit. Those of every city are disgruntled at the showing of their home teams, odd as it may seem. It would be expected that somebody would be satisfied, but not so. The Athletics rabid followers had expected to see their favorites make a tremendous walkover of the race, with a margin of probably fifteen or twenty full games over the next club at this time. It's funny how great things are demanded of Connie Mack just because he and his team together represent enough combined strength to win a few more games in a season than any rival. But only three weeks ago they were talking in Philadelphia of the possibility that the Mackmen would win 112 games this season and break the record. They couldn't do that now even if they should win every remaining game.

Though the Naps had been figured only as outsiders by fans in other cities, Clevelanders spoke of their pennant chances with alacrity and when they got up there near the Quakers, they said, "It's all over now; the Naps will breeze in." Just at a time when they seemed likely to make trouble for the Athletics, the Naps failed at the psychological moment and will have to accept second place. Chicago fans feel about the same toward the White Sox. The attitude of Hub fans toward the Red Sox is easy to imagine, and as for the other tail-enders—St. Louis, New York and Detroit—it is the same old story of false hopes gone to wreck.

In the National league the fans that are well satisfied with their clubs are those who follow the Giants, the Phillies and the Boston Braves, who under Stallings have fought out of the cellar into a place where they have a chance to beat out Brooklyn for the leadership of the second division. The Dodgers have had a discouraging mid-season after an encouraging start, and will have to wait for next year, when Bill Dahlen will give way as manager to Harry Smith of Newark. Pittsburgh, Cincinnati and St. Louis are the other teams that have carried the hopes of their admirers up Salt Creek. The Cubs lost so much popularity through letting Chance and Tinker go that Chicago fans did not even want them to do as well as they have done, so there is no disappointment in Cub land.

GOOD TO THE LAST DROP

TASTES DIFFER

But they never differ so much that they cannot be suited at our fountain. We serve in glass and the drinks are so good that you will wish after drinking the last drop, that the glass held a barrel. We serve all

THE OLD TIME FOUNTAIN FAVORITES

as well as the new ones that are worth while—all "good to the last drop."

Ward's TWO STORES

2341 Wash. Ave. 180 25th St.
Phone 279. Phone 2234.

TELEPHONE US—We'll send and get your shoes, repair them and return them very quickly.

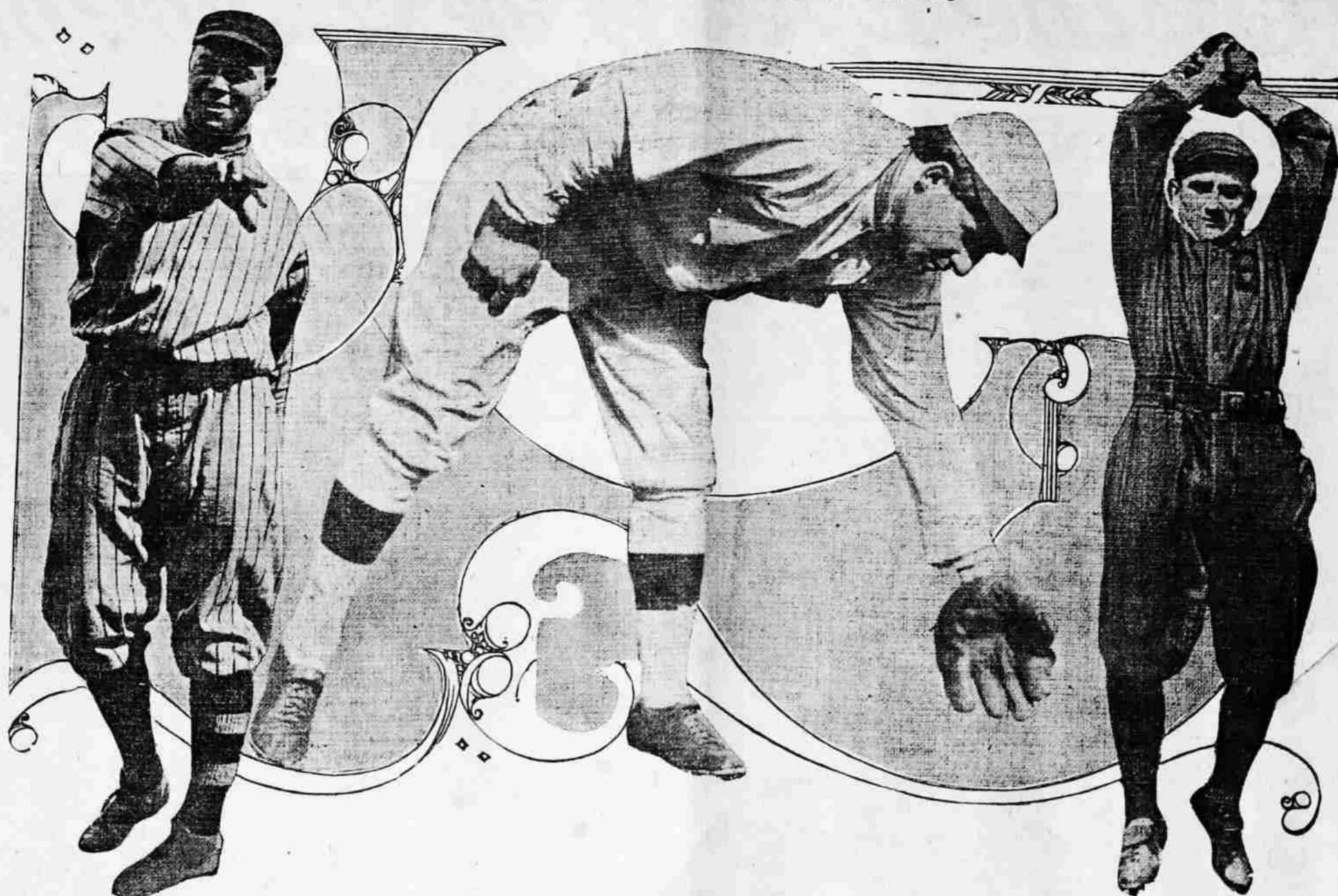
CLARK'S

"NEVER-RIP" OVERALLS

Made in Ogden by Ogden People

John Scowcroft & Sons' Co.

THREE RECRUIT SENSATIONS OF NATIONAL LEAGUE WHO "MADE GOOD" IN THEIR FIRST SEASON AS REGULARS IN THE MAJOR TEAMS



Sensations of National League who "made good" in their first season as regular players in major organizations. Left to right: George Burns, left fielder of the New York Giants, whose timely batting and brilliant fielding have done much to keep the two-time champions a safe distance

ahead of their rivals. Manager McGraw has said: "He is the most consistent player in the National league." Burns can always be depended upon to give the best that is in him, and he is good in every department of the game. Jimmy Viox, the hard hitting young

second baseman of the Pittsburgh Pirates. Viox has filled a long apparent gap in the infield of the Buccaners, and makes an admirable working mate for the great Honus Wagner, who guards an unlimited amount of territory to the left of second. Viox has evidently studied Wag-

ner's manner of batting, for he has compiled averages that firmly establish him in the exclusive 300 class for the season of 1913. "Rabbit" Maranville, whose phenomenal playing at shortstop has been one of the strongest assets utilized by Manager Stallings of the Bos-

ton Braves, in lifting his aggression out of its customary mire, the foot of the second division, to sixth place. Maranville is regarded as the speediest shortstop in the league and is given credit for having ability to cover more ground than Wagner.

FOOTBALL IS SOON HERE

Coaches Will Be Trying Out the Candidates Within a Couple of Weeks—Sport Gossip From the Large Cities

New York, Aug. 30.—During the next three months the football coach will rule supreme upon college campus and gridiron. To the candidates for places on the eleven his word will be law and to the non-playing student he will be the one person in whose hand rests the future of the university.

The position of football coach is not one in which all is acclaim and glory. The task of developing a winning team calls for serious and hard work even under the most favorable conditions. Even with an abundance of satisfactory material the judgment and thought that must be given to the selection of just the right combination is but a small portion of the work. The first and second teams must be carefully drilled and trained and in the end, if defeat comes in the final and big game of the season, the coach reaps all the blame. If the reverse is true, his share of the glory is small and fleeting.

Without the football coach, however, football would fall far short of Tennis Championship.

The recent national championship tennis tournament at Newport produced many interesting sidelights, in addition to title holders. The entrants ranged from youths to men of middle age. It was a question, in many matches, of skill and finesse of wrist and racquet pitted against the smashing strokes and stamina of youth. Neither extreme came through to the final rounds, but the efforts of both classes were none the less interesting. School boys of 16 and 17 faced gray haired players old enough to be their fathers, and neither asked nor gave quarter. A perfect spirit of sportsmanship marked every match, and the way some of the young men wielded wits and racquets in these court battles argues well for the safety of the Davis cup in years to come.

F. A. Drew of St. Louis, a youth of 16 years, fought his way to the third round; G. C. Canner went one step further, while young W. L. McKim was victorious until he faced Pat Niles. The boy wonders from the Pacific coast, Strachan and Johnston, of course did far better. It was the remarkable playing of the general run of the lads that created favorable comment. The other extreme was shown in the wizardlike play of Richard Stevens and H. W. Sloane, two players whose names were famous in tennis thirty odd years ago. Lacking the speed and endurance of the olden days, they fenced off defeat with supple wrists until they reached advanced rounds. The famous one armed player, W. F. Burden, also reached the fourth round and his skill with the racket, together with his ability to snap the ball into the air and serve with deadly precision, was a feature of the tournament.

The original international sonder yacht contests, the sixth of which will begin on Monday off Marblehead, Mass., can be traced to the visit to this country a few years ago of Prince Henry of Prussia, brother of the German emperor, and the yacht enthusiast of Henry Howard of Boston, a member of the New York and Eastern Yacht clubs. Mr. Howard met Prince Henry in 1902, and upon renewing their acquaintance two years later in Germany the plan of sending three representative German boats to race in American waters was formulated. In 1906 the initial regatta resulted.

In 1907 the American boats went to Spain and were defeated. This trip was the result of a visit to Madrid of Mr. Howard, who found King Alfonso much interested in the sport. Three years later, however, the Americans evened up the score by winning from the Spanish visitors off Marblehead.

EXCURSION NORTH VIA OREGON SHORT LINE AUGUST 30TH

To points in Idaho and northern Utah. For rates and particulars, call at or phone City Ticket Office, 2514 Washington Ave.—Adv.

DE PALMA WINS ELGIN AUTO RACE

Elgin, Ill., Aug. 23.—Two veteran drivers shared the honors of today's road race for the Cobe Trophy. Ralph de Palma and Joe Dawson. The former won the 302 mile grind in 4:31:56, but Dawson was only slightly behind, negotiating the distance in 4:39:52.

De Palma drove a Mercer while Dawson piloted a Deltai, a new car. The course is approximately 8 1/2 miles requiring 35 laps to complete. William Chandler had driven his Mason car 33 laps when Starter Wagner signalled that the contest was at an end and that third money went to him.

De Palma's average, 66.87 miles per hour, is slightly better than the previous record for this event which is an annual curtain raiser to the Elgin National to be run with 15 big cars tomorrow.

The other five drivers who entered the race were disposed of as follows: H. Endicott, Niberg driver went out after 259 miles, after twice breaking his water pipe and his car catching fire.

E. V. Rickenbacher, pilot of a Mason, was in his 28th lap when the race was called.

Spencer Wishart and his Mercer lasted 192 miles when a broken spring sent him to the side lines.

C. W. Luttrell, another Mercer driver, lasted 125 miles when he quit with a burnt out connecting rod. Ralph Mulford, another Mason pilot, was out in the tenth lap with his crank shaft broken.

There were no accidents of a serious nature although Endicott was exhausted when his machine quit.

INTEREST IN FUTURITY

Saratoga, Aug. 30.—The revival of the Futurity at the Saratoga track has aroused widespread interest in racing circles, and when the starters line up this afternoon for the famous race, a large crowd will be on hand to witness the spectacle.

For the first time in his career as a patron of the turf, Harry Payne Whit-

ney looks like the prospective owner of a futurity winner. Pennant, the two-year-old son of Peter Pan, carries odds of 2 to 1 in the race. Whitney bought the youngster as a yearling for \$1,750 and if he should romp home in the lead, Whitney will be keenly delighted, as it will be remembered that he paid \$30,000 for Bashfi, who came in second in the Futurity of 1910.

Pennant's most dangerous opponents are Stromboli, owned by August Belmont; Boots and Saddle, the property of E. R. Bradley, and Imperator and Bringhurst, the two fine colts owned by J. N. Camden. Pennant beat Stromboli easily in his only start of the year. Boots and Saddle, also bred by the late James R. Keene, cost more than Pennant at the yearling sale. He has won a number of races this year, but was beaten on Monday by Flittergold, a colt that is inferior to Stromboli. Bringhurst has shown great form here and is proba-

FENCE BUSTER—WHEN HE HITS



Ping Bodie, the corpulent right fielder of the Chicago White Sox, who was ushered into the big league a couple of years back with the mighty reputation of having made 28 home runs in a single season in the Pacific Coast league. Although he has managed to retain his job, Bodie has

DEFENDER WILL BE ALL READY

New York, Aug. 30.—According to the general opinion of the members of the New York Yacht club there will be a 75 footer ready to defend against the Shamrock IV, next year, and now that the race is fully settled upon there will be that action in regard to a boat which has been too long delayed, in view of the fact that Lip-ton's designer has been at work for some time upon the boat which he is to furnish.

Nicholson will probably prove the hardest designer America has had to meet in more than sixty years since America won the trophy, which has come to mean so much in international yachting.

He appears to be equally successful with large and small boats, and there is little doubt in yachtsmen's minds that Shamrock IV, will be the fastest single sticker that has ever come across the Atlantic.

Herreshoff will design at least one boat to defend the cup, but Gardner, Geelow and Wells are likely to be in the field, so that at least four 75 footers will be out next spring for the honor of defending the cup.

AMATEURS ARE PLEASED

New York, Aug. 30.—Officials of the Amateur Athletic Union are delighted with the ruling made by the International Athletic Federation in Berlin regarding the insertion of the 56-pound weight event and the 400 meter hurdle race in the contests scheduled for the next Olympic games in Berlin. The standing jump, at which the Americans have excelled, has been dropped, other countries protesting that it was a "circus stunt."

Although the Swedes and Finns wanted the ambidextrous items in the javelin, shotput and discus throws, they were dropped from the schedule and now these events will be decided by best hand only.

The federation has also drafted a universal rule regarding amateurs which it is hoped will settle all controversies regarding the standing of athletes.

The chief points of the rule is that an athlete who accepts pecuniary re-

PREPARING FOR POWER-BOAT RACES

Buffalo N. Y., Aug. 30.—Judging from the large list of entries that have been received, the annual power boat regatta, which will be held on the Niagara river at Motor island on next Thursday, Friday and Saturday. In connection with the Perry Centennial celebration at Buffalo, will be the largest power boat meet of the year. The arrangements for the event have been in the hands of Commodore William G. Gunnel, Fleet Captain James Johnson and Vice Commodore Harold Kelly, who have spared no pains to make the meet a success.

The motor boat program will be a part of the Perry centennial bill and will be one of the most interesting features of the week's schedule. While the celebration opens on Tuesday the power boat regatta at Motor island will not start until Thursday. Besides the E. R. Thomas trophy, the Buffalo Chamber of Commerce trophy and the Thomas Moffat cup, the club has been donated a most beautiful and costly trophy by Commodore J. Stuart Blackton, of the Atlantic Yacht club of New York city. This trophy is of solid silver. It is a large Buffalo, mounted on what is to represent Motor island. It represents Buffalo on Motor island.

The program for the races at Motor island has been arranged as follows:

Thursday, Sept. 4.
11 a. m.—Five-mile cabin cruiser race. First prize, silver trophy and \$200; second prize, \$200, and third prize, \$100.

4 p. m.—Buffalo Chamber of Commerce race, distance, 25 miles. First race, Chamber of Commerce trophy and \$500, second \$300, and third \$150.

Friday, Sept. 5.
10 a. m.—Speed trials.
11 a. m.—Ten-mile race, 400-inch class displacement boats open to members of Motor boat club only. First prize, Moffat trophy and \$300; second, \$200, and third, \$100.

4 p. m.—The E. R. Thomas, \$2,500 trophy race, distance, 30 miles. First prize, silver trophy and \$600; second, \$300, and third, \$160.

Saturday, Sept. 6.
11 a. m.—Small hydroplane class, distance 20 miles. First prize, silver trophy and \$300; second, \$200, and third, \$100.

4 p. m.—The Blackton trophy race, distance 35 miles. First prize, silver trophy and \$850; second, \$450, and third, \$200.

Several dinners, receptions and dances for the visiting motor boat enthusiasts have been arranged.

HE'S NOT SO MUCH.
Senora Castro, who says she has not seen her husband for a year ought to consider herself a mighty fortunate woman.—Philadelphia Inquirer.

NOTICE

Stimson's Cafe will reopen Monday, September 1. 5-27-1wk